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BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS

FOR THE

BAY OF SAN DIEGO.

OCTOBER 1, 1890.



SACRAMENTO:

STATE OFFICE, : : : : : J. D. YOUNG, SUPT. STATE PRINTING.
1890.

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MAP
Showing the lines of the
HARBOR EMBANKMENT AND SEA-WALL
ALSO THE
PIER-HEAD LINES OF THE
HARBOR OF SAN DIEGO

*As established by the Board of State Harbor Commissioners
for the Bay of San Diego, the Governor of the State
of California, the Mayor of the City of San Diego,
and the President of the Board of Trustees of
National City, March 17th 1890.*

Scale 3 inches = 1 mile.

EXPLANATION

Stream	Railroads shown thus	-----
Motor Roads	
Horse Car Lines		-----
Cable		-----
Sea Wall		in Red
Pier Head		Blue

*We certify that this map accurately shows the
lines of the Harbor Embankment and Sea Wall,
also the Pier-head lines of the Harbor of
San Diego, adopted by us on the seventeenth
day of March 1890, pursuant to and by
authority of Sections 2587 and 2588 of the
Political Code of the State of California.*

W. M. Matoman

Governor of the State of
California.

Douglas Gunn

Mayor of the City of
San Diego

E. S. Johnston

President of the Board of
Trustees of National City.

Clark Albert

W. W. Stewart

J. H. Pearson

Board of State Harbor Commissioners
for the Bay of San Diego



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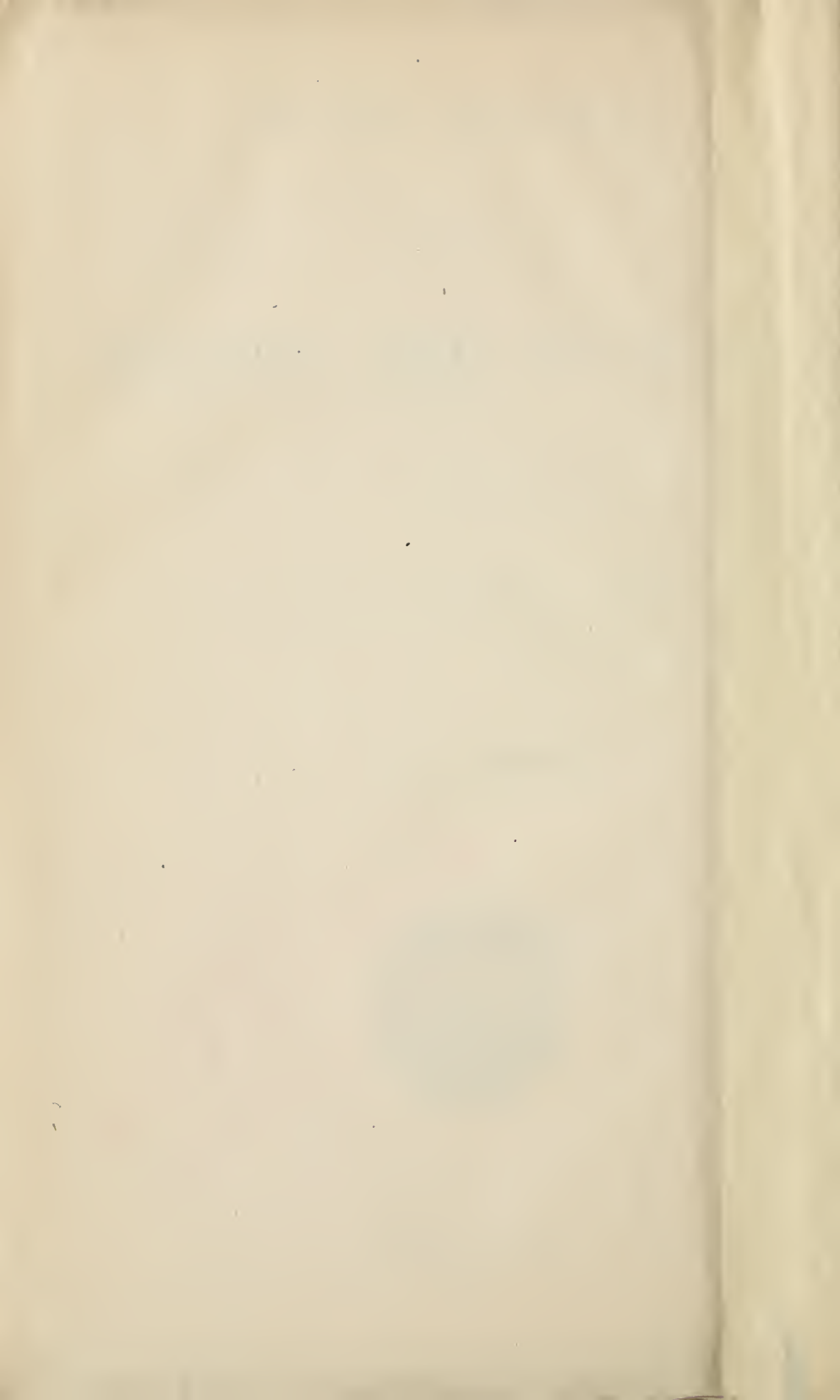


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SACRAMENTO:

STATE OFFICE, : : : : : J. D. YOUNG, SUPT. STATE PRINTING.

1890.



REPORT.

To Hon. R. W. WATERMAN, Governor of the State of California:

Pursuant to the provisions of Section 2592 of the Political Code, the Board of State Harbor Commissioners for the Bay of San Diego submits this report of its transactions from the eighteenth day of March, 1889, to the first day of October, 1890.

Upon the organization of the Board, it was found that no funds had been provided for carrying on the waterfront improvements and other work directed in the Act creating the Board, nor for the payment of the salaries of the Commissioners or their appointed officers.

The only income received by the Board has been derived from occupants of lands of the State under control of the Board. This income has been small—not enough to pay office rent and incidental expenses—and the members of the Board have been compelled to draw upon their private funds and credit in order to carry out the more urgent provisions of the Act.

Following is a full report of all moneys received and disbursed:

RECEIPTS (FROM RENTS).

1889—September	\$40 50
October	67 50
November	60 00
December	50 50
1890—January	40 50
February	37 50
March	41 50
April	40 50
May	36 00
June	42 50
July	38 00
August	27 50
September	40 00
Amounts advanced by the Board	163 15
Total	\$725 65

DISBURSEMENTS.

1889—May 24—California Printing Company, stationery	\$9 50
Aug. 19—Wells, Fargo & Co., expressage	90
Sept. 9—Payot, Upham & Co., scal	7 50
Oct. 15—M. G. Wheeler, Chief Engineer, services	40 00
Oct. 22—H. G. Williams, signs	3 00
Oct. 31—Nicholas Ulrich, map	2 00
Nov. 6—Chadbourne Furniture Company, office furniture	67 50
Nov. 9—H. G. Williams, sign	2 00
Nov. 8—Matthews & Co., office furniture	6 00
Nov. 22—San Diego "Union" Company, advertising	5 00
Nov. 22—San Diego "Sun" Company, advertising	8 00
Nov. 23—H. B. McAnliff, signs	4 50
Dec. 1—Williams, Hannahs & Co., office fittings	1 00
Dec. 4—J. C. Sprigg, Jr., rent of offices	35 00
Dec. 5—G. W. Marston, office fittings	12 80
Dec. 5—F. N. Hamilton, office fittings	1 50
1890—Jan. 8—J. C. Sprigg, Jr., rent of offices	25 00
Jan. 8—M. G. Wheeler, Chief Engineer, services	28 30
Jan. 9—John C. Daly, stationery	1 50
Jan. 9—Gray & Co., office furniture	7 50

1890—Feb. 5—Pauline Kingston, rent of offices	\$25 00
Feb. 26—John C. Daly, stationery	1 35
Feb. 6—John C. Monteith, stationery	3 00
Feb. 8—M. G. Wheeler, Chief Engineer, services	100 00
Feb. 18—Wells, Fargo & Co., expressage	60
Mar. 5—Wells, Fargo & Co., expressage	90
Mar. 12—Pauline Kingston, rent of offices	25 00
Mar. 15—M. G. Wheeler, Chief Engineer, services	75 00
Mar. 25—E. Reinberg, clerical work	5 00
Mar. 25—Secretary of State, certified copy of Act	16 55
Mar. 26—Cyclone Auction Company, office furniture	3 00
April 9—Pauline Kingston, rent of offices	25 00
April 17—Louis Dampf, framing maps	5 25
May 1—Dodge & Burbeck, stationery	2 15
May 16—Louis Dampf, mounting maps	1 75
May 20—Pauline Kingston, rent of offices	25 00
July 2—Pauline Kingston, rent of offices	50 00
July 16—G. B. Hensley, map	1 00
July 16—Gould, Hutton & Co., stationery	13 50
July 16—Wells, Fargo & Co., expressage	30
Aug. 25—Pauline Kingston, rent of offices	25 00
Sept. 2—Dodge & Burbeck, stationery	85
Sept. 5—M. A. Wertheimer & Co., stationery	1 70
Sept. 6—Pauline Kingston, rent of offices	25 00
Sept. 13—Wells, Fargo & Co., expressage	25
Sept. 30—Pauline Kingston, rent of offices	25 00
Total	\$725 65

ORGANIZATION.

Upon the organization of the Board, Clark Alberti, having been appointed for the four-year term, was made President, and J. H. Barbour appointed Acting Secretary. Mr. Barbour has continued to perform the duties of that position up to the present time, there being no funds at the disposal of the Board for the payment of the salary of a Secretary.

On May 25, 1889, Harry L. Titus was appointed Attorney.

On June 26, 1889, M. G. Wheeler was appointed Chief Engineer.

On the same date it was ordered that the Board hold regular sessions every Tuesday.

On July 3, 1889, Nestor A. Young was appointed Chief Wharfinger. His salary was fixed at \$150 per month, and official bond at \$10,000.

SEAL.

On August 27, 1889, the Board adopted a seal, having a central design representing the bay of San Diego with shipping in the foreground, with Point Loma and the entrance to the harbor in the distance, and a surrounding circle containing the words, "Board of State Harbor Commissioners. Bay of San Diego."

MAPS.

On August 27, 1889, the Board officially adopted a set of maps, prepared by the Chief Engineer, showing the waterfront (shore) line of the city of San Diego, from the foot of Ivy Street to the foot of Twenty-second Street.

SEAWALL.

According to Section 2588 of the Political Code, the Board of State Harbor Commissioners for the Bay of San Diego were directed, within one year from the passage of the Act, to employ two consulting civil

engineers to act with the Engineer of the Board in locating a line for a harbor embankment or seawall.

In January, 1890, at the request of this Board, Col. George H. Mendell and Lieut.-Col. W. H. H. Benyaurd, Corps of Engineers, U. S. A., San Francisco, consented to act with the Chief Engineer of the Board in making a survey, and selecting and locating a line for a harbor embankment and seawall. On March 3, 1890, their report was submitted to the Board.

On March 17, 1890, a special meeting of the Board was held for the purpose of considering the report of the engineers. In addition to the three Commissioners, there were present, Governor R. W. Waterman, Douglas Gunn, Mayor of the city of San Diego, and S. S. Johnston, President of the Board of Trustees of National City.

After a careful examination and consideration of the report it was adopted by a unanimous vote, and a copy of the map accompanying and forming a part of the report, showing the location of the seawall and pier-head lines, was ordered filed in the office of the Auditor and Recorder of San Diego County.

A copy of the map is hereto annexed. The red lines thereon indicate the seawall line so far as established; the blue lines show the pier-head line, beyond which piers or wharves shall not be extended into the channel.

The seawall line is laid at an average distance of two hundred feet from shore. The pier-head line follows as nearly as possible the line of twenty-four feet depth of water at low tide, which is the average depth maintained over the bar.

DESCRIPTION OF LINES.

Seawall Line, San Diego.—Starting from a point on the prolongation of the southerly side of Thorn Street, and three hundred feet westward from the southwest corner of California Street; thence in a straight line parallel to California Street to a point on the prolongation of south side of Palm Street; thence to a point on the prolongation of south side of Hawthorn Street, and four hundred feet west of California Street; thence parallel to Atlantic Street to a point on the prolongation of north side of Cedar Street, and two hundred feet from Atlantic Street; thence continuing parallel to Atlantic Street to a point on the prolongation of north side of H Street; thence in a curve of three hundred feet radius, with center at northeast corner of H and Atlantic Streets to the prolongation of east side of Atlantic Street; thence parallel to H Street to a point on the prolongation of west side of Arctic Street; thence to a point on westerly side of Columbia Street prolonged, four hundred and ten feet from southwest corner of Columbia and H Streets; thence parallel to the westerly side of the right of way of the California Southern Railway Company and two hundred feet from the same, to the prolongation of the northerly side of South Twentieth Street; thence to the prolongation of northwesterly side of South Twenty-first Street and one thousand and twenty feet from northeasterly corner of South Twenty-first Street and Pierce Avenue; thence parallel to Pierce Avenue to a point of prolongation of the southerly line of South Twenty-fourth Street; thence to a point on the prolongation of northwesterly side of South Twenty-seventh Street, eight hundred and ten feet from easterly side of Pierce Avenue; thence

to prolongation of southerly side of South Twenty-eighth Street, five hundred and fifty feet from the southeast corner of Pierce Avenue and South Twenty-eighth Street; thence to a point on prolongation of easterly side of Twenty-eighth Street, four hundred and forty feet from the southeast corner of Twenty-eighth Street and Colton Avenue; thence to a point on the prolongation of south side of South Thirty-third Street, five hundred and fifty feet from the west side of Avenue M; thence to a point on a prolongation of a line midway between Thor and Una Streets and distant four hundred and fifty feet from Pierce Avenue; thence parallel to Pierce Avenue to the prolongation of the boundary line between San Diego and National City.

Seawall Line, Coronado.—Starting from a point on the prolongation of Prospect Street, at a distance of one thousand and thirty feet from the northerly side of Second Street; thence to a point on the prolongation of the easterly side of Orange Avenue and four hundred and fifty feet from the northerly side of First Street; thence to a point on prolongation of westerly side of K Street, two hundred and fifty feet from northerly side of First Street.

NOTE.—The above described lines are united thus: Where the angle of intersection does not exceed 12 degrees, by a 2-degree curve; from 12 degrees to 24 degrees, by a 4-degree curve; and from 24 degrees to 40 degrees, by a 6-degree curve.

Pier-head Line, San Diego.—Beginning at a point on the prolongation of northern line of Ivy Street six thousand eight hundred and fifty feet from the western line of California Street; thence to a point on the prolongation of the south line of C Street three thousand seven hundred and forty feet from the west line of Atlantic Street; thence to a point on the prolongation of the west line of Atlantic Street one thousand and seventy feet from the south line of H Street; thence to a point on the prolongation of east line of Fifth Street four thousand one hundred and eighty feet from the south line of H Street; thence to a point on the prolongation of the northwestern line of South Twenty-first Street, two thousand and ninety feet from the northeastern line of Pierce Avenue; thence to a point on the prolongation of the southeastern line of South Twenty-eighth Street, one thousand three hundred and ninety feet from the northeastern line of Pierce Avenue; thence to a point on the prolongation of the northwestern line of Rigel Street, two thousand four hundred feet from the northeastern line of Oliver Avenue; thence to a point on the prolongation of division line between San Diego and National City, three thousand three hundred and fifty feet from its intersection with the prolongation of northeastern line of Oliver Avenue.

Pier-head Line, Coronado.—Beginning at a point on the prolongation of the southeastern line of Prospect Street, one thousand one hundred and seventy-five feet from the northeastern line of Second Street; thence to a point on the prolongation of the southeastern line of Orange Avenue, six hundred and fifty feet from the northeastern line of First Street; thence to a point on the prolongation of the northwestern line of K Street, one thousand three hundred feet from the northeastern line of First Street.

The lines, as above described, and as shown on the accompanying map, are identical with those adopted by the Board of United States Engineer Officers appointed to establish the harbor lines of San Diego Harbor and adjacent waters.

NECESSITY FOR SEAWALL.

Two years ago the growing need of better harbor facilities resulted in the selection, by the Chamber of Commerce, the Real Estate Exchange, and the City Council, of a Harbor Committee of thirteen to consider the situation. Propositions had been made to the municipal government by private individuals and corporations, at various times, for the construction of a bulkhead along the city front, but the committee, after carefully considering the matter, did not deem it advisable to recommend that a franchise be granted to any person, company, or corporation which would give them control of any considerable portion of the waterfront; but that, in view of the importance and value of the harbor and waterfront, and its constantly extending commerce, the exclusive control should always remain in the State. Accordingly, a bill similar to that governing the harbor of San Francisco was prepared, introduced, and became a law at the twenty-eighth session of the California Legislature. With a few amendments, made necessary by the haste used in its original preparation, the Act will afford comprehensive provisions for the control, care, and improvement of the harbor.

CONSTRUCTION OF SEAWALL.

Very favorable natural conditions exist for the substantial and economical construction of a seawall and thoroughfare of the kind contemplated. The bottom of the bay along the course of the located line is hard and comparatively level, the average rise and fall of the tide is but five feet, and there is no injury from rough seas to be guarded against. The plans under consideration by the Board contemplate a wall of stone twelve feet in height, twenty-four feet in width at the base, and six feet in width at the top; the outer face, to the thickness of six feet, being carefully laid with large rocks of not less than five hundred pounds weight each, and with a one half to one slope; the inner side to be composed of smaller rock, and having a one to one slope, the space between the wall and the shore to be solidly filled with earth and a paved thoroughfare created, which would supply valuable and much needed facilities for the business of the harbor. Reliable estimates, made under the direction of the Board, place the cost of the seawall and thoroughfare complete at sixty-five thousand dollars (\$65,000) per section of one thousand feet.

In designating the sections, the foot of H Street has been selected as the initial point, that being the natural center of the city's maritime business. The sections extending northward are lettered in regular order, and those to the south are numbered. This affords a brief and distinctive system of nomenclature, susceptible of all probable expansion without requiring modification.

WHARVES.

With one exception, the wharves in use are in bad condition; most of them are quite old and cannot long survive the attacks of the teredo. They are all owned and operated by private individuals and corporations, under franchises granted by the municipal authorities before the State assumed control of the harbor. Most of these franchises were granted or renewed during the period of 1886 to 1889, usually for twenty

years each. No system has been observed in the construction of these wharves; they ramble in all directions, and several of them extend beyond the pier-head line, causing an unsightly and dangerous condition. With the construction of the seawall and thoroughfares well under way, it would be possible for the Board to adopt a uniform system of piers, new ones to be built, from time to time, as they are needed.

GENERAL CONDITION.

Since their appointment, March 18, 1889, the members of the Board have exercised a constant supervision over the harbor. A full and complete map of the entire waterfront of the harbor of San Diego has been approved and adopted, and a certified copy filed in the office of the Auditor and Recorder of San Diego County.

Through the efforts of the Board an improvement has been made in the method of disposing of the city's garbage. The dumping of oil cans and other injurious articles in the vicinity of the channel and the bar has been stopped, and suitable points outside the harbor have been designated for the depositing of all refuse.

The general condition of the harbor, with the exception noted in connection with the wharves, is good.

The Board takes occasion to acknowledge its obligations to Col. G. A. Mendell and Lieut.-Col. W. H. H. Benyaard, Corps of Engineers, U. S. A., for their valuable and timely services in connection with the establishment of the seawall line, and suggests that it be empowered to make proper compensation to them.

RECOMMENDATION.

That the sum of one hundred and ninety-five thousand dollars (\$195,000) be appropriated for the construction of seawall and thoroughfare, and piers, at points on the city front where they are most urgently needed.

Respectfully submitted.

CLARK ALBERTI,
W. W. STEWART,
J. H. BARBOUR,

Board of State Harbor Commissioners for the Bay of San Diego.

OCTOBER 1, 1890.

REPORT OF HARRY L. TITUS, ATTORNEY.

To the honorable Board of State Harbor Commissioners for the Bay of San Diego:

GENTLEMEN: I respectfully submit the following report of the condition of the cases in the Superior Court of the County of San Diego in which your Board is or was interested, to wit:

The People, etc., vs. John Doe. No. 4042, Department Three.

This action was brought by plaintiffs for possession of property known as "D-Street Bath House."

Complaint filed December 10, 1889. Summons served December 10, 1889. Demurrer to complaint filed January 4, 1890. On February 1, 1890, the defendant admitted authority of the Board over the property, and the action was thereupon dismissed.

The People, etc., vs. T. J. Higgins. Two cases: No. 4474, Department Two; No. 4475, Department One.

These actions involve the alleged conveyances of tide lands by the city of San Diego.

Complaint filed April 11, 1890. Demurrer to complaint filed May 21, 1890. On May 21, 1890, stipulations were entered into whereby it was agreed that they should be determined at the same time as the cases of A. Klauber et al. vs. Board et al. (see below).

A. Klauber et al. vs. Board of Harbor Commissioners et al. Two cases: No. 4563, Department Three; No. 4564, Department One.

These actions are based on alleged conveyances of certain tide lands by the State.

Complaint filed April 19, 1890. Demurrer to complaint filed May 7, 1890. Court to hear arguments therein in October.

People, etc. vs. City of San Diego. No. 4973, Department Two.

This action was brought to compel the City of San Diego to remove the garbage wharf from the foot of H Street.

Complaint filed June 30, 1890. Summons served June 30, 1890. Demurrer to complaint filed July 11, 1890. Demurrer overruled by Court September 5, 1890. Answer filed October 3, 1890.

HARRY L. TITUS,
Attorney for the Board of State Harbor Commissioners for the Bay of San Diego.

OCTOBER 1, 1890.

